

## ENVIRONMENTAL STUDY

Project Name: **Village Center Mod; Laney Ave, Holladay**

PIN: 5290

Project No.: **STP-HPP-LC35(157)**

Job/Proj: 52218

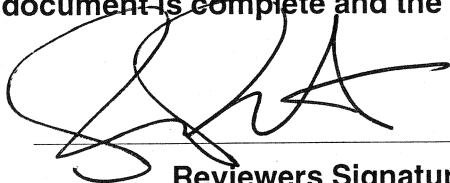
Prepared By: **C. ROSS PETERSON**

For guidance in preparing this environmental study, refer to Chapter 4 of the UDOT Environmental Process Manual of Instruction:

<http://www.udot.utah.gov/esd/manuals/environmental/EnvironmentalManual.htm>

### REQUIRED SIGNATURES

I have reviewed the information presented in this Environmental Study and I hereby attest that the document is complete and the details of the document are correct.



Reviewers Signature

Date: 6-4-07

### FEDERAL AID PROJECTS

As a result of this Environmental Study, UDOT finds that this project will NOT cause significant environmental impacts and qualifies as a Categorical Exclusion LEVEL III under paragraph 4, according to the agreement between UDOT and FHWA for Environmental Approval Authority for the selected Categorical Exclusion documents.

Review/Concur: \_\_\_\_\_

Date:

UDOT Region Environmental

Approved: \_\_\_\_\_

Date:

FHWA, Utah Division





## **1. Purpose and Need for Action**

### **Purpose:**

UDOT and Holladay City propose to reconfigure the acute five-point intersection of Holladay Blvd. and Murray-Holladay Rd. in the City of Holladay, Utah to improve pedestrian and vehicle safety and capacity and to improve traffic and access issues by closing Holladay Blvd. between Laney Ave. and 2300 East St., and by extending Laney Ave. to a new signalized intersection at 2300 East St.

### **Goal:**

A goal of the proposed improvements is to achieve a design that is consistent with local planning and to create a foundation for implementation of the Holladay Village Master Plan (HVMP). One of the most important amenities called for in the HVMP is the creation of a public open space that establishes a special identity for the Village area to create destination appeal. This open space will provide a central public focal point for the Village area, as well as a destination anchor for connections to trails and open space outside the Village area.

### **Need:**

The proposed project responds to the following deficiencies in the Village area:

- **Poor traffic flow and safety:** The Village area in the heart of Holladay has long been characterized by the busy and complex five-point intersection of Holladay Blvd., Murray-Holladay Rd., and 2300 East St. shown in Exhibit 2. The current five-point, acute angle configuration of the intersection inherently creates problems with traffic flow and safety.
- **Lack of Sidewalk Connectivity:** As development in the Village area has progressed over the years, sidewalks were constructed in an ad hoc manner, resulting in poor connectivity and large spacing between safe pedestrian areas.
- **Poor Sidewalk Condition:** The majority of the project area has deficient pedestrian facilities. Sidewalks are cracked, in poor condition, or are not present. Due to the absence of formally marked parking spaces, foot paths are often used for parking, further degrading the quality of the already limited pedestrian facilities.
- **Poor Pavement Condition:** Pavement in the project area is in need of repair. Potholes, large cracks around manholes and along the edge of pavement and other areas create maintenance and safety problems and degrade the aesthetic environment of the Village area.
- **Deficient On-Street Parking:** The majority of on-street parking in the Village area is poorly striped, resulting in confusion for drivers and inconsistent parking patterns. Sight distance for backing out of angled parking in many areas of the Village area is limited, creating unsafe traffic situations.
- **Access Management Issues:** As identified in the Federal Funds Project Application for the Village Center Roadway Modifications - Laney Avenue Extension (Concept Report), 2300 East St. / Holladay Blvd. serves as the primary traffic corridor through the City of Holladay and Murray-Holladay Rd. serves as the primary connection between the Village area and the commercial core near Cottonwood Mall. Traffic and access problems along these corridors are aggravated by numerous, closely spaced driveways. The Village area also includes poorly aligned intersections such as the intersection of Holladay Blvd. and Murray-Holladay Rd. and also the intersection of

Kentucky Ave., Arbor Ln. and Holladay Blvd.

- **Need for Aesthetic Improvements:** The vision outlined in the HVMP highlights the need to create aesthetic destination appeal.
- **Deficient Capacity:** The main intersection (Murray-Holladay Rd. & Holladay Blvd.) is currently operating at level of service E with 73 seconds of delay per vehicle. If no infrastructure improvements are made to address congestion, the design year (2030) level of service at the main intersection is predicted to be F, with 435 seconds of delay per vehicle. Under this scenario, the majority of the other intersections in the project area would also operate at level of service F.
- **Deficient Drainage:** Many pavement drainage paths are not connected to the existing storm drain system resulting in ponding throughout the corridor.

## **2. Description**

The proposed action is to reconfigure the intersection of Holladay Blvd., Murray-Holladay Rd. and 2300 East St. by permanently closing Holladay Blvd. between Laney Ave. and 2300 East St. and extending Laney Ave. to intersect with 2300 East St. As part of the proposed action the traffic signal currently located at the intersection of Holladay Blvd. and 2300 East St. will be relocated to the new intersection of Laney Ave. and 2300 East St. The closed portion of Holladay Blvd. between Laney Ave. and 2300 East St. along with the remaining portions of the vacated property acquired would be rebuilt as a pedestrian plaza consistent with the adopted HVMP.

Other aspects of the project include reconstruction or rehabilitation of pavement and roadway drainage features on all major streets located within the project area. Curb, gutter and sidewalk reconstruction is also proposed for all major streets located within the project area where existing sidewalks are either not salvageable, or do not contribute to the desired pedestrian environment envisioned in the HVMP. Enhanced pedestrian amenities such as landscaping, street lighting and street furniture are included in the proposal as a means for improving pedestrian safety (see commitments related to Land Use/Urban Policy). The proposed roadway improvements would include the provision of improved on-street parking in areas where it is feasible.

The following graphics are attached to illustrate the proposed improvements:

Exhibit 1: Project Area

Exhibit 2: Extent of the Proposed Improvements

Exhibit 3: Conceptual Engineering Drawings and Typical Cross Sections

Exhibit 4: Engineers Estimate

## **3. Roadway Function Classification**

<b>YES</b>	The facility is classified as a Major Rural Collector or higher. This is required to be eligible for federal funding.
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#### 4. Public Hearing/Opportunity for Public Hearing

- YES** This project will add additional through traffic lanes or substantially change the layout or function of itself or connecting roadways, including access limitations.
- YES** This project has a substantial adverse impact on abutting property.
- NO** There are significant social, economic, environmental or other effects. (If YES, a Categorical Exclusion is not applicable.)
- YES** FHWA has determined that a public hearing is in the public interest.

If the answer to ANY of the above questions is YES, a public hearing or opportunity for a public hearing is required (attach documentation identifying date and location of hearing, summary of comments, and responses to substantial comments or include certification of opportunity for hearing).

The following types of public involvement have been provided:

- YES** Public Hearing in accordance with state and federal procedures
- YES** Opportunity for Public Hearing Advertised
- YES** Open House
- YES** Neighborhood Meeting
- NO** Agency Meeting
- YES** Other: **One on one meetings with impacted businesses and property owners**
- YES** Documentation is attached identifying the date and location of hearing, summary of comments, and responses to substantial comments or the Certification of Opportunity for a hearing.

#### 5. Right-of-Way

- YES** Acquisition of Right-of-Way is required
- NO** The right-of-way required is significant because of its: size, location, use, or relationship to remaining property and abutting properties. (If the right-of-way required is significant, the project does not qualify as a Categorical Exclusion.)  
**Right-of-way will be acquired from a total of 20 existing parcels.**  
**The total right-of-way acquired will be 1.13 acres.**

## 6. Cultural

- YES** This project has the potential to cause effects on historic properties.
- NO** This project meets the conditions of the MOU with SHPO for state-funded minor highway improvement projects.
- N/A** A Memo is attached from the UDOT Region NEPA/NHPA Specialist granting cultural clearance.
- YES** SHPO concurrence with the Determination of Eligibility and Finding of Effect is attached. Where applicable, Advisory Council concurrence and an executed Memorandum of Agreement are attached. Mitigation commitments are attached if applicable. (Note: All consultation must be submitted through UDOT).
- NO** This project will result in an Adverse Effect on Historic Properties.
- N/A** A formal public notice has been published in area newspapers.

Native American Consultation (required for every project that has the potential to cause effects on historic properties):

- YES** Letters for Native American consultation have been sent and follow-up calls have been made. See attached letters and responses from tribes if applicable. If NO, provide an explanation:

- NO** Impacts to historic properties of concern to Native American Tribes require mitigation or avoidance.

**Consultation letters were sent to the Northwestern Band of Shoshoni Nation, the Uintah & Ouray Tribes, the Skull Valley Band of Goshute Indians and the Shoshone-Bannock. Follow-up calls were made with all of the tribes. The Shoshone-Bannock indicated that they received the consultation letter and said that they would review the information and indicate if they have any comments, questions or requests. As of 6/4/2007 one letter has been received from the Northwestern Band of Shoshone indicating they have no specific concerns but would like to be notified if anything is discovered during construction. No other comments have been received. The Draft DOE / FOE was sent to SHPO on 4/20/2007. A copy of the final DOE / FOE showing SHPO concurrence is included in the appendices.**

## 7. Paleontological

- NO** This project may affect paleontological resources.
- N/A** State Paleontologist concurrence with the Finding of Effect and the monitoring and/or mitigation measures are attached.
- YES** This project has no potential to affect the resource, or it meets the paleontological MOU conditions. A clearance memo from the UDOT Region NEPA/NHPA Specialist is attached.  
**See clearance memo from Martha Hayden, Paleontological Assistant for the Dept. of Natural Resources**

## 8. Rare, Threatened or Endangered Species

- YES** Concurrence letter from USFWS or the UDOT Wildlife Program Manager is attached. (Note: Letters should be less than 1 year old from date of issue or they need to be updated by issuing agency.)  
**See attached memo from Paul West, Wildlife Program Manager for UDOT.**

## 9. Wildlife

The following types of projects do not typically affect wildlife or habitat: installation of traffic signals, lighting, signs & pavement markings, rotomill & overlays, pavement rehabilitation, grinding & resurfacing, deck repair, installation of curb, gutter & sidewalk and minor intersection improvements.

- NO** This project has potential to affect wildlife, habitat, big game migration routes, fish passage or habitat connectivity.
- NO** This project has potential to affect State Sensitive Species.
- N/A** A consultation letter from either the UDOT Wildlife Program Manager or the State Division of Wildlife Resources is attached.  
**See attached memo from Paul West, Wildlife Program Manager for UDOT.**



## 10. Invasive Species

If the project involves earthwork, grading or landscaping, there is potential to introduce or spread invasive weed species.

**NO** This project has the potential to introduce or spread invasive species included on the noxious weed list of the State of Utah and the county noxious weed lists based on project location.

**N/A** Best Management Practices (BMP's) will be implemented to minimize the spread of invasive species. These BMP's are listed in the mitigation section and should be included in the project specifications.

**Project is in a developed urban area with limited exposed soil.  
Spread of noxious weeds is not a likely result of construction.**

## 11. Noise

Projects that may affect noise levels to adjacent receptors include changes in roadway alignment, roadway widening and the addition of traffic lanes.

**NO** This project has the potential to increase noise to adjacent receptors.

**N/A** A noise study is attached.

**See attached traffic noise screening memo.**

## 12. Water Pollution, Wetlands, Floodplains, Stream Encroachments

**NO** This project MAY affect wetlands, floodplains, water quality, or may encroach on a natural stream channel.

**N/A** Permit requirements are attached.

## 13. Hazardous Waste

**NO** A visual inspection of the project area found substances that may be hazardous to human health and/or the environment.

**YES** This project involves excavation beyond or below the existing roadway footprint.

If Yes to either, then Site investigations and coordination with DEQ may be necessary.

**Appendix F includes maps of known underground storage sites and EPA regulated sites. Coordination with DEQ, DERR has occurred, as well as a database search of EPA regulated sites. The correspondence is included in Appendix F, along with a brief description of the affected properties.**

**A Phase I site assessment will be required for any property acquisitions that affect the Dr. Clean (4643 HOLLADAY BOULEVARD) or Salt Lake County (4625 HOLLADAY BOULVEARD) properties.**

#### 14. Prime, Unique, Statewide, or Local Important Farmland

Projects in areas whose land use maps indicate no current or future farming activities, would not usually affect farmlands.

**NO** This project MAY affect Prime, Unique, Statewide, or Local Important Farmlands.

**N/A** The Natural Resource Conservation Service letter and Form AD1006 are attached. (Note: Letters should be less than 1 year old from date of issue or they need to be updated by issuing agency.)

#### 15. Air Quality

**YES** This project has the potential to increase particulate matter due to construction activities.

**YES** This Project adds or alters roadway capacity or will result in increased traffic volumes (addition of through traffic lane or intersection/signal improvements).

If Yes, attach the Air Quality Supplement.

**See attached air quality supplement.**

#### 16. Relocations

**YES** There may be relocations of residences or businesses as a result of this project.

**Three commercial businesses and one billboard located on the corner of 2300 East and Holladay Boulevard will be affected by right-of-way acquisition to the point that relocation will be necessary. The Uniform Relocation Act, 49 CFR 24, will be followed in property acquisitions and relocations.**

#### 17. Land Use/Urban Policy

**YES** This project may affect land use or urban policy.

**The adopted HVMP proposes that a mid-block pedestrian crossing be constructed at the intersection of 2300 East St. and Holladay Blvd. Based on traffic safety analysis, it has been determined that it would be unsafe to construct a mid block crossing at this location, and therefore such a crossing will not be included as part of the propped action (Refer to Appendix I: Traffic Report). The current pedestrian crossing at the intersection of 2300 East St. and Holladay Blvd. will be moved to the new intersection at Laney Ave. and 2300 East St.**

## **18. Section 4(f) or Section 6(f) Properties**

**YES**     There is Section 4(f) or 6(f) involvement.

**YES**     A Programmatic Section 4(f) Evaluation is included.

**NO**     An individual Section 4(f) Evaluation is attached.

**A total of 13 Section 4(f) properties exist within the study area. Section 4(f) de minimis use findings were sought for impacts to one park / recreation area and four historic buildings. A Draft Determination of Eligibility / Finding of Effect (DOE/FOE) was sent to the State Historic Preservation Office (SHPO) regarding impacts to the buildings. SHPO concurrence is included in the appendices. A concurrence letter for impacts to the park / recreation area was received from the City of Holladay on 4/6/2007. Concurrence from FHWA regarding impacts to the park is included in the appendices. Note: Use of Section 4(f) properties are being processed as de minimis uses, as opposed to programmatic Section 4(f) evaluations.**

## 19. Other Environmental Factors Considered

This Project, except as noted and explained in attachments, will have no disproportionate, serious or lasting effect on the following:

- NO** Visual
- NO** Social/Economic
- NO** Title VI and/or Environmental Justice
- NO** Natural Resources
- YES** Construction
- NO** Energy
- NO** Geology/Soils
- NO** Wild/Scenic Rivers
- NO** Ecology

**Temporary construction easements will be obtained in order to perform activities during construction.**

**Due to the prevalence of commercial land uses in the Village Area, it is likely that businesses will be impacted by construction.**

**Construction will also temporarily displace UTA bus stops.**

**Impacts to Pedestrians / Cyclists: Closure of Holladay Blvd. between Laney Ave. and 2300 East St. will create a new left turning movement from Holladay Blvd onto Laney Ave. for cyclists traveling northbound on Holladay Blvd. Furthermore, on-street parking may create hazards for cyclists traveling through the area.**

## 20. Conclusion

**NO** This project may have substantial controversy or significant impacts.

If Yes, a Categorical Exclusion is not applicable.

## **MITIGATION COMMITMENTS**

### **Hazardous Waste**

Requirements outlined in Standard Specification 01355 titled "Environmental Protection" will be followed.

### **Air Quality**

Requirements outlined in Standard Specification 01572 titled "Dust Control and Watering" will be followed.

### **Relocations**

The acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and relocation resources are available to all business relocatees without discrimination.

### **Land Use/Urban Policy**

It is proposed that enhanced pedestrian amenities including landscaping and street furniture be used to attract pedestrians to locations within the Village Area where safe pedestrian crossings are located.

### **Other Environmental Factors**

Project specification will be written during final design that will require the contractor to:

1. Coordinate with business owners in order to keep them informed about construction phasing and to insure that access to businesses is maintained.
2. Provide temporary measures (e.g. signage) during construction to prevent cut-through traffic on local roads.

During final design, the project team will coordinate with UTA to determine the appropriate location for temporary bus stop locations.

During final design, the project team will evaluate striping and signing methods that improve visibility of northbound cyclists making left turns onto Laney Ave.

Additional evaluation will also be conducted during final design to develop solutions for cyclist interaction with on-street parking.

# AIR QUALITY SUPPLEMENT

Revised 5/2004

For guidance, refer to the UDOT "Air Quality Hot Spot Manual" dated August 2003.

## A. REGIONAL CONFORMITY REQUIREMENTS

**YES** This project is in a non-attainment or maintenance area for carbon monoxide (CO), ozone (O<sub>3</sub>), or particulate matter (PM<sub>10</sub>). These areas currently include: Weber County, Davis County, Salt Lake County and Utah County.

**YES** This project must be included in a Metropolitan Planning Organization (MPO) conforming Long Range Plan (LRP) and Transportation Improvement Program (TIP). There have been no substantial changes to the project's design and scope since the conformity analysis. For questions, please call UDOT Air Quality Program Coordinator.

## B. PROJECT LEVEL REQUIREMENTS

### I. CARBON MONOXIDE

**NO** **A. This is a Roadway Widening or Passing Lane project.**

**N/A** This project involves adding additional through traffic lanes or passing lanes greater than 2 miles in length.

**YES** **B. This is an Intersection/Signalization project.**

**NO** This project is located in: Weber, Davis, Salt Lake or Utah County\*.

#### For projects outside an urbanized area:

**NO** The build LOS in the design year is expected to be higher than the no build LOS. (This qualitative analysis indicates that the project should not cause or contribute to any new localized CO violations or increase the frequency or severity of any existing CO violations.) If No, the project should be modified accordingly\*.

#### For projects in an urbanized area:

**N/A** The existing LOS of the intersection is C or better and the projected LOS of the intersection will be C or better in the design year.

\*Per consultation with Mr. Jerry Cheney of UDOT's central environmental services department, CO hotspot analysis/CAL3QHC is not required for this project because it is outside of Salt Lake City.

### **C. Quantitative CO Hot Spot Analysis involving CAL3QHC**

<b>N/A</b>	<p>A CO Hot Spot analysis shows no violations of the NAAQS. This project will not cause or contribute to any new localized CO violations or increase the frequency or severity of any existing violations.</p> <p>If No, consider modifying the signal timing and re-running the analysis or use the CAL3QHCR version if air quality monitoring data is available. If the NAAQS are still exceeded, compare projected no-build CO levels with the build CO levels for the design year. CO levels for the build alternative must be less than no-build CO levels for the design year, otherwise, the project must be modified accordingly.</p>
<b>N/A</b>	<p>Results of the CO hot spot analysis are attached.</p>

### **II. PARTICULATE MATTER (PM 10)**

<b>YES</b>	<p>This project adds or alters roadway capacity and is in a non-attainment area for PM-10. These areas include: Ogden City, Salt Lake County and Utah County. (If Yes, a quantitative Hot Spot analysis for PM10 is not required until the EPA announces the availability of this guidance in the Federal Register. However, a qualitative PM-10 Hot Spot Analysis is required. Continue below, at least one item must be checked "Yes" to satisfy the requirements f</p>
<b>N/A</b>	<p>Interagency consultation with the FHWA, UDOT Environmental Services and the DAQ, has concluded that this project is not likely to cause additional PM-10 violations or increase the severity of existing violations.</p>
<b>YES</b>	<p>Existing air quality and meteorological factors and climate in the project area suggest that this project is not likely to cause additional PM-10 violations or increase the severity of existing violations*.</p>

\*See attached PM10 Qualitative Analysis